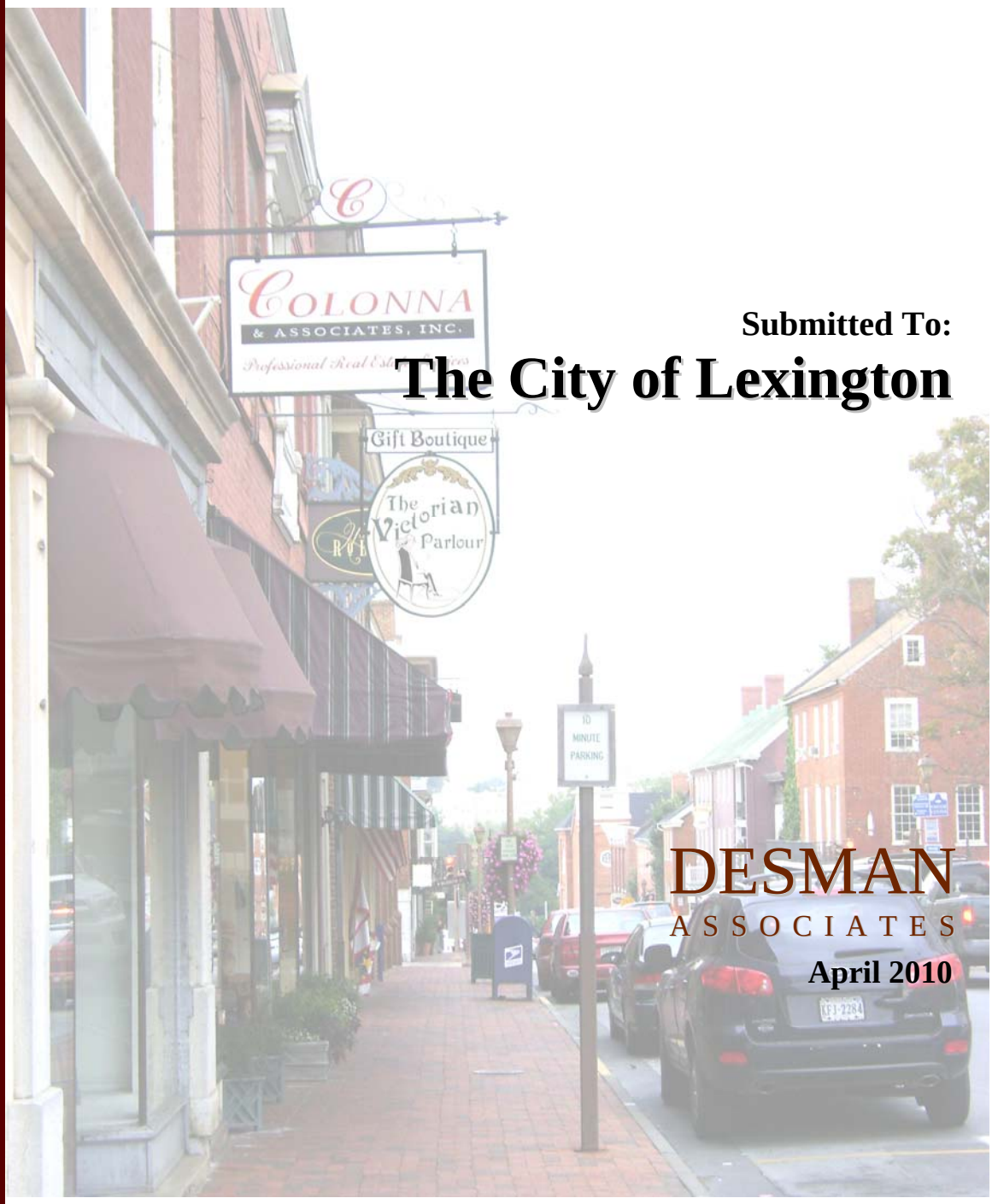
DESMAN
ASSOCIATES

ADDENDUM
Existing and Future Parking Supply and Demand Analysis



Submitted To:

The City of Lexington

DESMAN
ASSOCIATES

April 2010

Table of Contents

A. INTRODUCTION

DESMAN Associates has been retained by the City of Lexington ("the City") to prepare a Parking Management Plan for the Downtown Historic District of Lexington. The goals of this study are to maximize the efficiency and utilization of existing public parking resources, to evaluate the impact of redevelopment activity on parking and to draft effective parking enforcement and wayfinding signage policies, procedures and standards.

To achieve the goals of the management plan, the project methodology has been designed to be completed in the following three Phases:

- Phase I: Existing Conditions Assessment
- Phase II: Future Surplus/Deficit Conditions and Site Feasibility
- Phase III: Development of Parking Recommendations

This management plan addendum presents the findings from Phase I and II and includes parking occupancy, duration of stay, and vehicle per space turnover surveys, and projections of future/additional parking demand associated with known, proposed, and potential development and redevelopment activity. The data and projections presented herein serve as a foundation upon which the more critical parking policy and management strategies are developed.

B. STUDY AREA

The downtown study area, as illustrated in Exhibit A, is generally bounded by Parry Lane to the north east, McLaughlin Street to the northwest, McDowell Street to the southwest and Varner Lane to the southeast. In order to identify the parts of the study area experiencing the highest utilization of public parking and to evaluate the impact of possible future development on parking, the blocks within the study area were assigned numbers 1 – 20 (See Exhibit A). Later in the report, this block numbering system will be used to illustrate the areas that are currently experiencing a surplus or deficit of parking spaces as well as specific blocks which have the potential to absorb additional future parking demand.

C. EXISTING PARKING CONDITIONS

I. Parking Inventory

The parking inventory in Lexington is comprised of timed parking spaces both on-street and in off-street surface parking lots, as well as unrestricted parking in the Rockbridge County Court House Garage. Timed parking spaces are assigned one of the following restrictions: 10-minute, 1-hour, 2-hour, 4-hour or 12-hour parking. In addition to timed

and unrestricted parking, reserved and residential permit spaces are available in several of the surface lots with additional residential permit parking located at specific on-street locations as well. Other parking restrictions found within the study area are Bus/RV Parking, Handicap Parking, Loading Zones and Private Parking. With the exception of reserved permits there is no fee for parking.

Within the study area there are 876 total publicly available parking spaces, 435 located on-street and 441 in off-street facilities. Exhibit A identifies the parking spaces within the study area according to their individual parking restriction. Table 1a provides the inventory, by block, of all of on-street public parking spaces within the study area and Table 1b provides the off-street inventory.

Although there are 279 private parking spaces within the study area, these spaces were not a focus of the analysis as they are restricted to specific user groups, and unavailable to the general public, and are by and large outside the management purview of the City. However, as the study will examine the current relationship/dependence between land use activity, i.e., occupied office, retail, restaurant, residential, and cultural buildings, the inventory of private/restricted spaces will be referenced later in this report.

Exhibit A: Study Area Boundaries and Block Coding

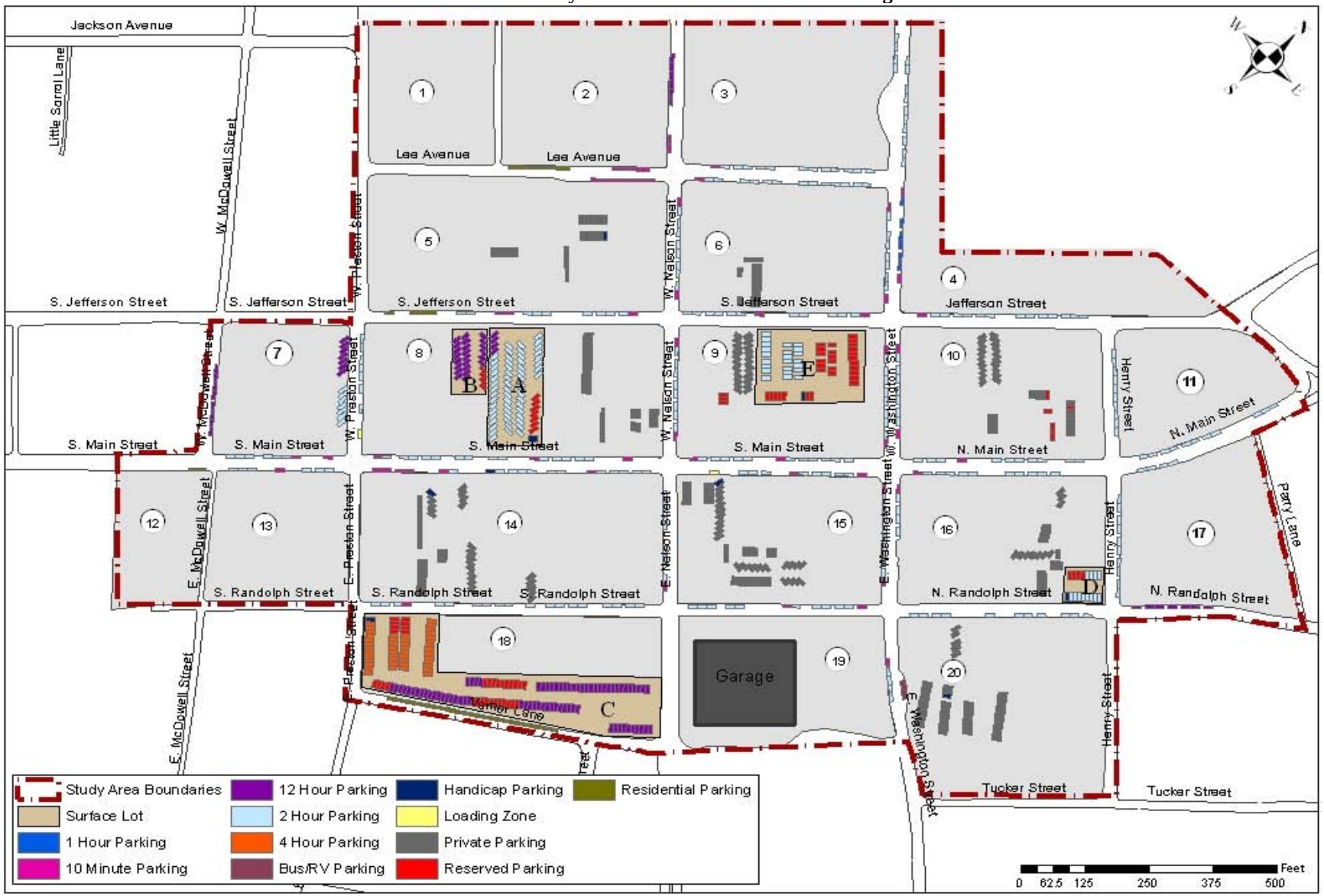


Table 1a: Current On-Street Public Parking Inventory

Block #	Parking Restriction	On-Street Inventory
2		**18**
	10-Minute	6
	12-Hour	6
	Residential	6
3		**19**
	10-Minute	2
	2-Hour	17
4		**33**
	10-Minute	3
	1-Hour	7
	2-Hour	23
5		**32**
	10-Minute	10
	2-Hour	9
	Residential	13
6		**45**
	10-Minute	7
	2-Hour	38
7		**30**
	10-Minute	2
	2-Hour	13
	12-Hour	15
8		**24**
	10-Minute	2
	2-Hour	21
	Loading Zone	1
9		**34**
	10-Minute	7
	2-Hour	27
10		**20**
	10-Minute	3
	2-Hour	17
11		**22**
	2-Hour	22
12		**2**
	Residential	2
13		**7**
	10-Minute	1
	2-Hour	6
14		**46**
	10-Minute	8
	2-Hour	37
	Handicap	1
15		**33**
	10-Minute	6
	2-Hour	26
	Loading Zone	1
16		**16**
	10-Minute	2
	2-Hour	14
17		**21**
	2-Hour	14
	12-Hour	7
18		**17**
	Residential	17
19		**5**
	10-Minute	1
	2-Hour	4
20		**11**
	2-Hour	11
Total On-Street Spaces		**435**

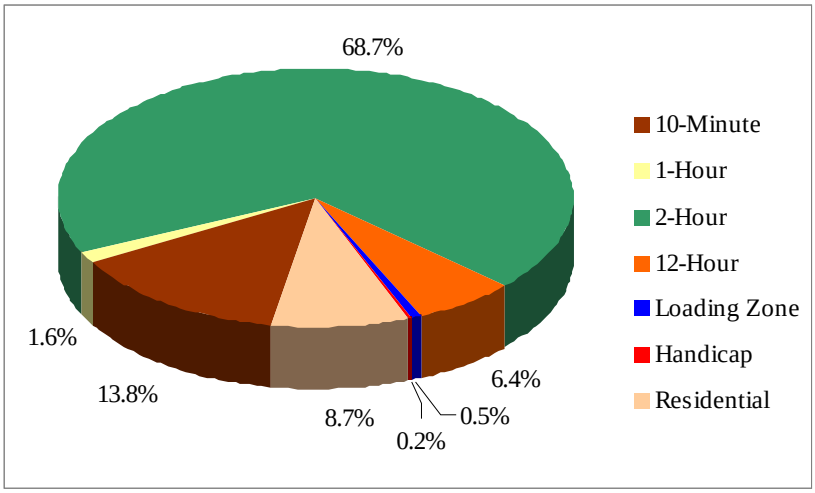
Table 1b: Current Off-Street Public Parking Inventory

Block #	Lot Code	Parking Restriction	Inventory
8			**97**
	Lot A		**70**
		2-Hour	58
		12-Hour	4
		Handicap	1
		Reserved	7
	Lot B		**27**
		12-Hour	23
		Reserved	4
9			**54**
	Lot E	2-Hour	23
		Handicap	1
		Reserved	30
16			**17**
	Lot D	2-Hour	12
		Handicap	1
		Reserved	4
18			**152**
	Lot C	4-Hour	45
		12-Hour	73
		Handicap	1
		Reserved	33
19			**121**
	Court House Garage	Handicap	4
		Unrestricted	117
Total Off-Street Spaces			**441**

Consisting mostly of 10-minute and 2-hour parking, the on-street spaces are distributed fairly evenly throughout the study area. The complete breakdown of on-street spaces by parking restriction can be seen in Figure 1 and is as follows:

- 10-Minute: 60 spaces (14%)
- 1-Hour: 7 spaces (2%)
- 2-Hour: 299 spaces (69%)
- 12-Hour: 28 spaces (7%)
- Loading Zone: 2 spaces (<1%)
- Handicap: 1 space (<1%)
- Residential: 38 spaces (9%)

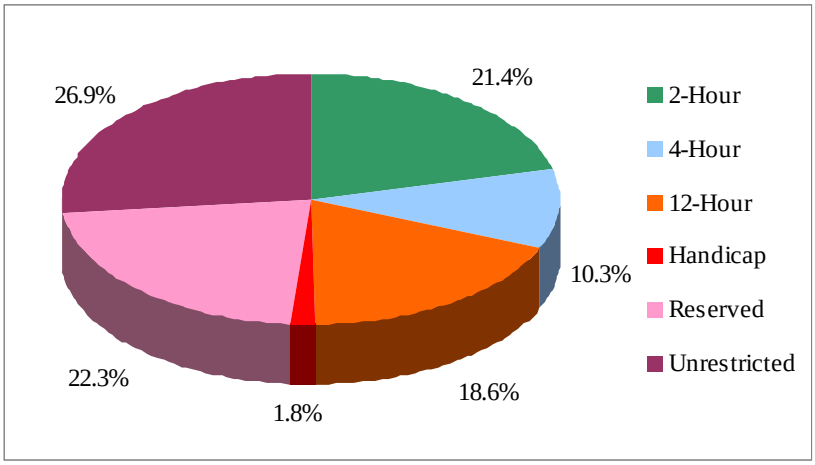
Figure 1: Breakdown on On-Street Spaces by Parking Restriction



The remaining 458 public parking spaces in the study area are found in one of five (5) surface parking lots or in the Rockbridge County Courthouse Parking Garage. The breakdown of these spaces by parking restriction can be seen in Figure 2 and is as follows:

- 2-Hour: 93 spaces (21%)
- 4-Hour: 45 spaces (10%)
- 12-Hour: 100 spaces (22%)
- Handicap: 8 spaces (2%)
- Reserved: 78 spaces (17%)
- Unrestricted: 117 spaces (26%)

Figure 2: Breakdown on Off-Street Spaces by Parking Restriction



The inventory of public parking spaces is rather unique from a number of perspectives. There are a large number (60) of on-street parking spaces that have 10 minute restrictions. It is understood that these spaces were created to provide quick and convenient access for short-term visitors to various business. However, a 10-minute trip purpose may be limited to banking transactions and deliveries. As such, those spaces are of no value to most if not all shoppers, diners, and business visitors. On the other end of the scale is the significant number of 12-hour on-street spaces. By their very function on-street spaces are most effective for short-term activity given their convenience. 12-hour spaces coupled with the current hours of enforcement suggest that these may be no more than storage spaces for downtown residents. There are also a large percentage of reserved off-street parking spaces. While these are the only fee for public parking spaces in Lexington ($20/month), they are located in facilities that appear quite convenient for short-term parking activity. Furthermore, reserved parking restricts the use of the parking space to one individual, thereby reducing its overall efficiency. Finally, and in regards to off-street facilities there is no uniform identifying information. Lots are occasionally referred to by land marks or buildings that previously occupied the property. The infrequent visitor wouldn't know where the "McCrum" lot or the "Old Fire Station" lot is.

As noted previously, the inventory of private/restricted parking spaces (279) is relevant to the study because of its support of current land use activity and commercial viability. Its inventory and relative peak utilization is important when examining the relationship to downtown building occupancy and parking demand. However, those spaces are outside the purview of the public parking system and with the exception of design and maintenance standards will not be a component in the formulation of public parking management policy.

II. Current Peak Parking Utilization

Parking occupancy surveys were conducted by City staff members on Tuesday November 10th from 8 AM to 6 PM to capture the typical weekday parking activity in the study area. This data collection period was determined in consultation with the stakeholders and was selected to capture both the peak hour utilization and the pattern of utilization that occurs over the course of a typical day. Table 2a presents the hourly occupancy data for on-street parking, by block, which was gathered during the surveys. Table 2b presents the data for off-street parking and Table 2c presents the occupancy data for the entire system. Figures 3a, 3b and 3c present the information from Tables 2a, 2b and 2c in a graphical fashion.

Peak utilization occurred during the 11AM and 1PM hours for on-street spaces when 296 (68%) of the 435 on-street spaces were occupied. Off-street parking occupancy peaked during the 12PM – 1PM time period when 278 (63%) of the 441 off-street spaces were occupied. System-wide, peak utilization occurred during the 12PM – 1PM hour when 574 of the 876 available spaces were occupied, resulting in a utilization rate of 66%.

Table 2a: Current Weekday Hourly On-Street Parking Utilization by Block

Block #	Inventory	8-9 AM	9-10 AM	10-11 AM	11-12 PM	PEAK PERIOD 12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM
2	**18**	13	15	15	15	**13**	15	14	12	10
3	**19**	2	15	17	16	**16**	17	16	16	13
4	**33**	17	21	23	22	**21**	23	27	22	20
5	**32**	9	15	20	20	**19**	17	16	15	16
6	**45**	18	23	26	30	**38**	43	35	36	33
7	**30**	19	23	19	20	**21**	21	23	18	18
8	**24**	4	10	15	17	**16**	19	12	12	13
9	**34**	7	18	22	21	**23**	23	24	25	13
10	**20**	13	8	11	15	**16**	16	12	15	14
11	**22**	12	17	21	20	**19**	18	18	17	14
12	**2**	2	2	2	2	**2**	2	2	2	2
13	**7**	0	2	1	4	**1**	2	4	1	3
14	**46**	7	20	33	32	**28**	23	30	19	27
15	**33**	23	16	24	28	**20**	21	20	20	17
16	**16**	5	6	6	9	**11**	10	10	8	10
17	**21**	7	9	9	18	**20**	17	16	14	16
18	**17**	11	9	4	3	**5**	2	3	3	3
19	**5**	2	2	2	1	**1**	1	0	2	1
20	**11**	0	9	3	5	**6**	7	8	6	6
System-Wide On-Street Utilization	**435**	**171**	**240**	**273**	**298**	**296**	**297**	**290**	**263**	**249**
System-Wide On-Street Occupancy %		39%	55%	63%	69%	**68%**	68%	67%	60%	57%

Figure 3a: Current Weekday Hourly On-Street Parking Utilization

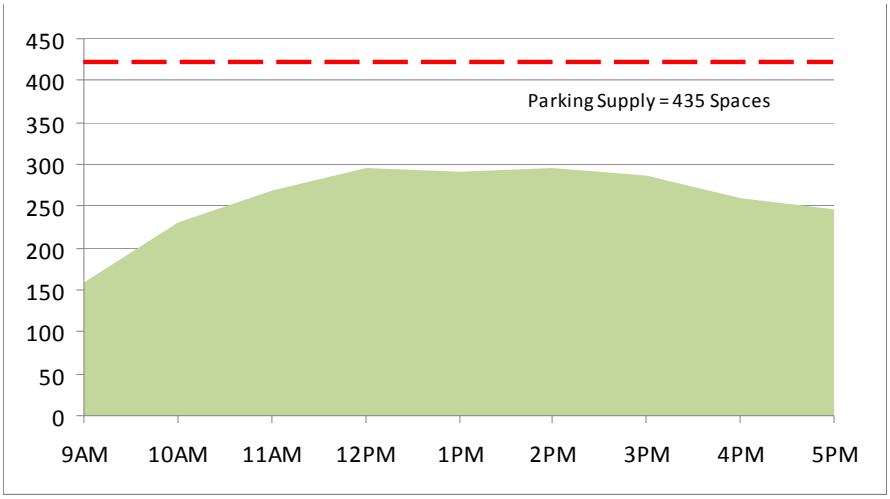


Table 2b: Current Weekday Hourly Off-Street Parking Utilization by Block

Block #	Lot Code	Inventory	8-9 AM	9-10 AM	10-11 AM	11-12 PM	PEAK PERIOD 12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM
8		**97**	25	57	65	72	**81**	66	63	55	60
	Lot A	70	13	34	40	47	56	44	40	32	39
	Lot B	27	12	23	25	25	25	22	23	23	21
9	Lot E	**54**	16	13	32	32	**37**	46	45	43	35
16	Lot D	**17**	6	6	8	7	**12**	12	9	9	8
18	Lot C	**152**	55	88	93	100	**99**	92	101	99	91
19	Court House	**121**	27	50	61	63	**49**	47	53	46	44
System-Wide Off-Street Utilization		**441**	**129**	**214**	**259**	**274**	**278**	**263**	**271**	**252**	**238**
System-Wide Off-Street Occupancy %			29%	49%	59%	62%	**63%**	60%	61%	57%	54%

Figure 3b: Current Weekday Hourly Off-Street Parking Utilization

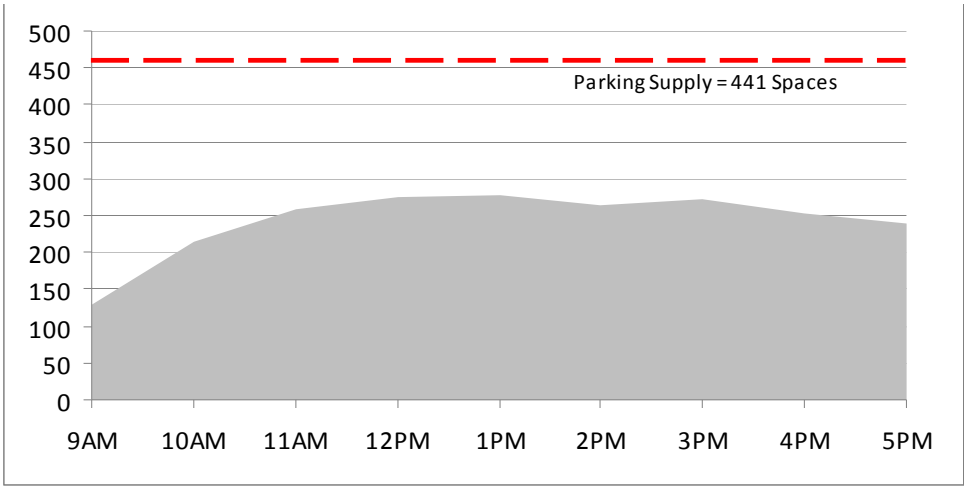
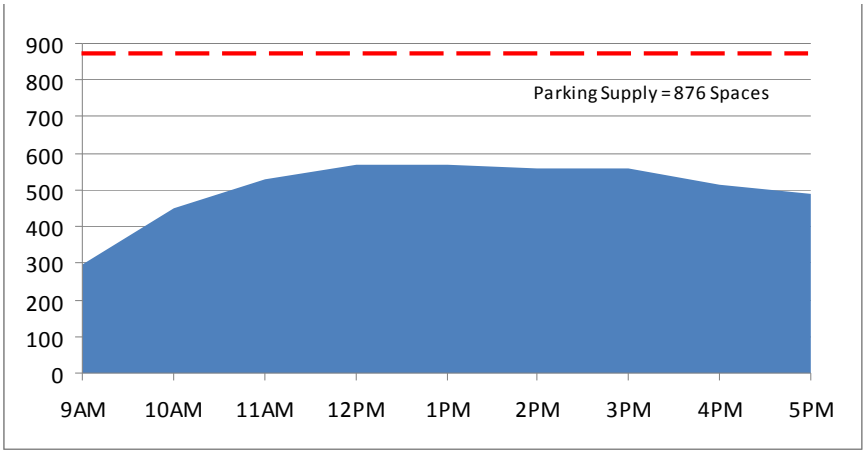


Table 2c: Current Weekday Hourly Parking Utilization, System-Wide

	Inventory	8-9 AM	9-10 AM	10-11 AM	11-12 PM	PEAK PERIOD 12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM
On-Street Utilization	435	171	240	273	298	296	297	290	263	249
On-Street Occupancy %		39%	55%	63%	69%	68%	68%	67%	60%	57%
Off-Street Utilization	441	129	214	259	274	278	263	271	252	238
Off-Street Occupancy %		29%	49%	59%	62%	63%	60%	61%	57%	54%
Total Utilization On- & Off-Street	**876**	**300**	**454**	**532**	**572**	**574**	**560**	**561**	**515**	**487**
Total Occupancy % On- & Off-Street		**34%**	**52%**	**61%**	**65%**	**66%**	**64%**	**64%**	**59%**	**56%**

Figure 3c: Current Weekday Hourly Parking Utilization, System-Wide



III. Practical Surplus/Deficit

While peak occupancy figures illustrate the actual number of vehicles parked throughout the study area during a specific time period, they can fail to illustrate the stress and frustration that drivers may experience when trying to locate an available space. As the occupancy level within a parking facility or parking system reaches a certain level, drivers spend more time and travel greater distances searching for an available space. Extended time spent searching for a space has the effect of increasing a driver's frustration, increases the potential for vehicle/vehicle or vehicle/pedestrian conflicts and supports the perception of unavailable parking. This is particularly true for drivers who wish to remain parked for only a short period of time (shoppers, diners, infrequent visitors, etc.). The effective and efficient utilization and turnover of spaces is achieved when an operational surplus of between 5% and 15% is provided, meaning that a facility or system has reached what is called Practical Capacity when occupancy levels reach 85% - 95%. Above these levels of utilization, driver frustration and the resulting potential for conflict rise dramatically. For the purpose of this study, a practical capacity factor of 10% was used to analyze parking conditions in Lexington.

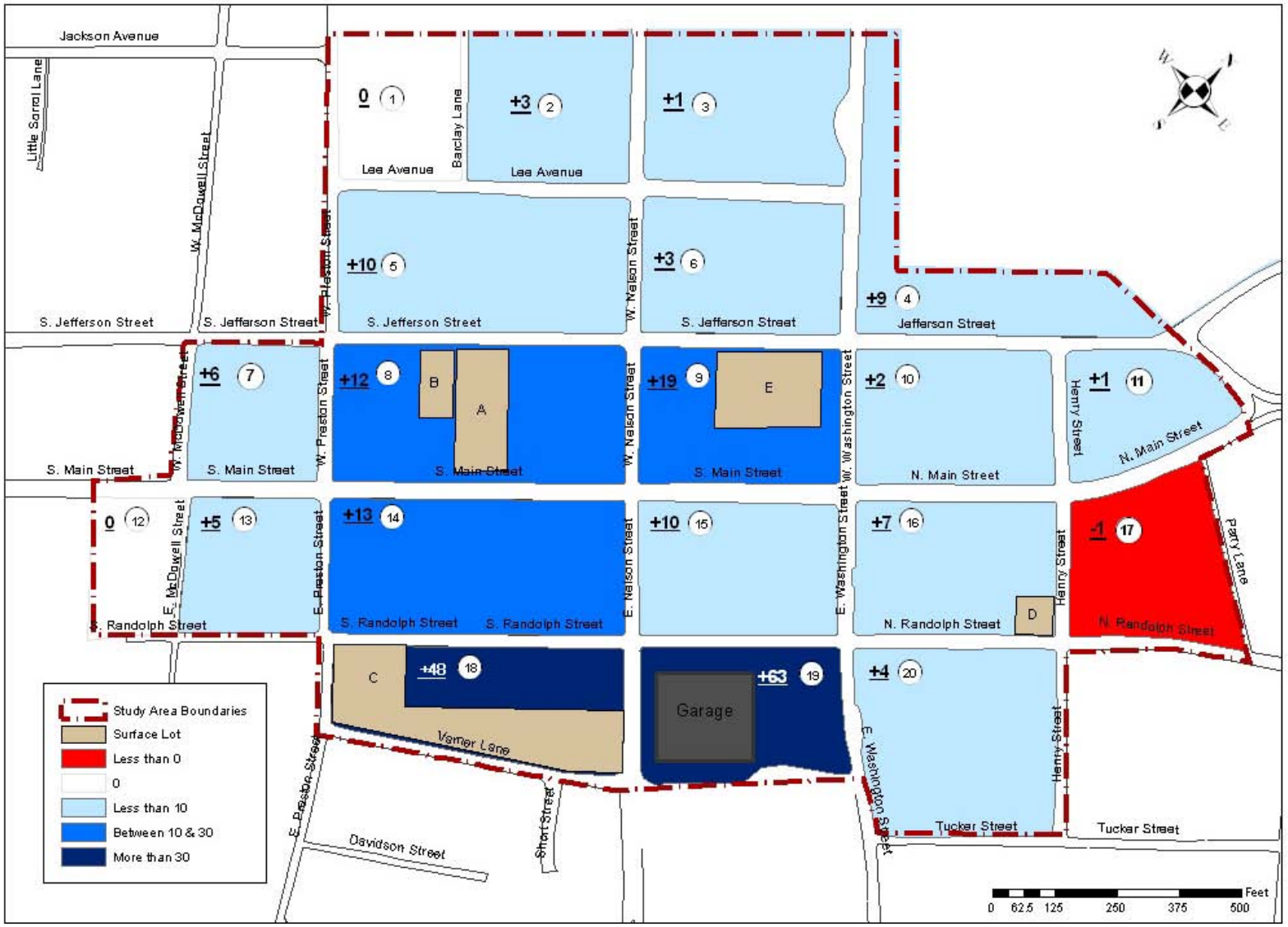
Table 3 illustrates the peak period surplus/deficit condition for each block surveyed as a part of this effort. This table indicates that, system-wide, there is currently a practical surplus of 214 parking spaces during the peak hour on a typical weekday. However, Block 17 is currently experiencing a practical deficit during the peak hour and several other blocks appear to be approaching this state of practical deficit. The majority of the surplus capacity is attributable to Lot C and the Rockbridge County Courthouse Garage which showed practical surpluses of 48 and 63 spaces, respectively, during the November 10th survey period.

Exhibit B illustrates the practical surplus/deficit of parking by block within the study area.

Table 3: Current Peak Period Parking Utilization and Practical Surplus/Deficit by Block

Block #	Inventory	PEAK PERIOD 12-1 PM	Peak Period Occupancy	Practical Capacity (90%)	Practical Surplus/Deficit
2	18	13	72%	16	3
3	19	16	84%	17	1
4	33	21	64%	30	9
5	32	19	59%	29	10
6	45	38	84%	41	3
7	30	21	70%	27	6
8	121	97	80%	109	12
9	88	60	68%	79	19
10	20	16	80%	18	2
11	22	19	86%	20	1
12	2	2	100%	2	0
13	7	1	14%	6	5
14	46	28	61%	41	13
15	33	20	61%	30	10
16	33	23	70%	30	7
17	21	20	95%	19	-1
18	169	104	62%	152	48
19	126	50	40%	113	63
20	11	6	55%	10	4
	876	574	66%	788	214

Exhibit B: Current Weekday Peak Period Practical Surplus/Deficit by Block



IV. Turnover and Duration of Stay

In addition to parking utilization survey, as a part of the same survey effort, City staff conducted a license plate survey of parked vehicles. The purpose of this exercise was two-fold: 1) to monitor the length of time each vehicle occupied a single parking space and 2) to determine how many different vehicles utilized each parking space throughout the day. This information can then be used to determine if parkers are abiding by established parking time limits, where the greatest number of violations occurs and whether or not it is necessary to adjust the mix of spaces by restriction. Tables 4 and 5 summarize this turnover and duration of stay data by block or lot code and on-street versus off-street spaces and by type of parking restriction, respectively. The complete breakdown of data by block face (the side of the block where the data was recorded) and parking restriction can be found in Appendix A.

Table 4: Turnover and Duration of Stay by Block or Lot Code and On-Street vs. Off-Street Spaces

Block or Lot Code	Capacity	Number of Vehicles Parked for Each Duration									Total # of Vehicles Over the Course of the Day	Average Turnover	Average Duration of Stay
		1 Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs			
2	18	34	5	2	3	5	0	1	2	2	54	3.00	2.37
3	19	18	20	13	3	1	0	1	1	1	58	3.05	2.38
4	33	54	26	14	5	3	2	2	0	1	107	3.24	2.04
5	32	30	8	1	4	4	3	1	2	4	57	1.78	2.84
6	45	109	41	23	2	1	2	1	0	1	180	4.00	1.67
7	30	42	7	5	7	4	2	2	5	2	76	2.53	2.67
8	24	50	10	3	2	0	1	1	3	0	70	2.92	1.77
9	34	113	20	6	3	0	0	0	0	0	142	4.18	1.29
10	20	74	19	3	2	1	0	0	0	0	99	4.95	1.35
11	22	42	6	4	8	1	4	3	2	0	70	3.18	2.34
12	2	0	0	0	0	0	0	0	0	2	2	1.00	9.00
13	7	9	4	1	0	0	0	0	0	0	14	2.00	1.43
14	46	128	12	12	3	2	0	2	1	0	160	3.48	1.45
15	33	66	29	4	2	2	0	2	4	1	110	3.33	1.90
16	16	40	9	5	1	1	0	1	0	0	57	3.56	1.56
17	21	15	7	3	1	3	4	3	0	2	38	1.81	3.16
18	17	6	9	3	0	3	6	0	3	8	38	2.24	4.74
19	5	2	1	3	0	0	0	0	0	0	6	1.20	2.17
20	11	17	7	2	0	1	1	1	0	0	29	2.64	1.90
Lot A	70	90	40	11	12	7	3	0	5	4	172	2.46	2.21
Lot B	27	7	3	5	6	2	1	4	1	10	39	1.44	4.97
Lot C	152	46	14	16	25	14	6	5	10	33	169	1.11	4.38
Lot D	17	16	4	1	1	0	1	1	3	0	27	1.59	2.52
Lot E	54	91	36	12	9	3	2	8	0	0	161	2.98	1.98
CH Garage	121	30	14	9	13	8	2	4	4	19	103	0.85	4.08
	876	**1129**	**351**	**161**	**112**	**66**	**40**	**43**	**46**	**90**	**2038**	**2.33**	**2.36**

Location	Capacity	Number of Vehicles Parked for Each Duration									Total # of Vehicles Over the Course of the Day	Average Turnover	Average Duration of Stay
		1 Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs			
On-Street	435	849	240	107	46	32	25	21	23	24	1367	3.14	1.97
Off-Street	441	280	111	54	66	34	15	22	23	66	671	1.52	3.16
	876	**1129**	**351**	**161**	**112**	**66**	**40**	**43**	**46**	**90**	**2038**	**2.33**	**2.36**

Table 5: Turnover and Duration of Stay by Parking Restriction

Parking Restriction	Capacity	Number of Vehicles Parked for Each Duration									Total # of Vehicles Over the Course of the Day	Average Turnover	Average Duration of Stay
		1 Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs			
Residential	38	10	16	4	1	5	8	0	6	14	64	1.68	4.77
Reserved	78	24	15	11	10	5	4	9	8	10	96	1.23	4.09
HDCP	9	5	0	2	1	0	0	0	0	1	9	1.00	2.67
Loading Zone (LZ)	2	0	0	0	0	0	0	0	1	0	1	0.50	8.00
12 Hour	128	23	12	10	22	13	6	11	12	29	138	1.08	5.07
4 Hour	45	42	11	12	12	8	2	1	1	10	99	2.20	3.08
2 Hour	392	816	274	112	52	26	18	18	12	7	1335	3.41	1.82
1 Hour	7	20	4	1	0	0	0	0	0	0	25	3.57	1.24
10 Minute	60	161	5	0	1	1	0	0	2	0	170	2.83	1.15
No Restrictions	117	28	14	9	13	8	2	4	4	19	101	0.86	4.14
	876	**1129**	**351**	**161**	**112**	**66**	**40**	**43**	**46**	**90**	**2038**	**2.33**	**2.36**

Over the course of the survey period, 2,038 different vehicles utilized the 876 public parking spaces within the study area. Of the total number of vehicles parked, 1,367 parked on-street and 671 utilized either an off-street surface parking lot or the Rockbridge County Courthouse Garage. This data indicates that the on-street spaces turned over, on average, slightly over three (3) times while the off-street spaces turned over only one and a half times (1.5) over the course of the survey period. In addition, vehicles parked on-street remained parked for less than two (2) hours, on average, while vehicles parked in the off-street lots and the garage stayed parked for over three (3) hours.

Examining the data in Table 5 allows us to get some sense of the current level of compliance with the established parking restrictions. In terms of the time-restricted spaces, it was observed that 5 of 25 (20%) vehicles parking in 1-hour spaces, 245 of 1,335 (18%) vehicles parking in 2-hour spaces and 22 of 99 (22%) vehicles parking in 4-hour spaces exceeded the posted time limits for their respective parking spaces. Additionally, based on the firsthand observations of DESMAN personnel, a large number of parkers utilizing the 10-minute spaces were also in violation.

Based on the data collected, a comparison of this duration of stay data with the number of parking citations actually issued on the day of the survey could be useful to the City in determining what proportion of the violators of the timed parking restrictions are being cited. If it is determined that many violators are not being ticketed, the data for duration of stay by block or lot could be used to adjust enforcement patterns and routes.

For example, looking at Block 15, which contains only 10-minute and 2-hour timed spaces (taken from Appendix A), we can see that at least 15 of the 110 (14%) total parkers on that block were in violation on the day of the survey. This accounts only for the vehicles which were parked for more than two (2) hours. Given the fact that there are six (6) 10-minute spaces on this block, it is likely that the percentage of vehicles in violation is greater than the 14% that can be confirmed by our data.

The data gathered and analyzed to this point will now be used as a baseline for the analysis of the land use and development portions of this study effort and for the formulation of recommendations that will aid the City in accomplishing its parking-related goals.

D. FUTURE PARKING DEMAND (LAND USE – BASED MODELLING)

I. Existing Land Use – Based Ratios

This section of the report examines future parking needs based on inherent land use potential. This is simply a "what if" analysis recommending the number of required parking spaces if the existing land uses become 100% occupied as well as if in-progress and planned developments come to fruition.

In order to accurately model peak parking demand associated with potential future uses, the concept of parking demand factors needs to be introduced. Land use parking demand factors or ratios are per-unit/square footage measures of peak hour parking generation. By applying these factors to the density of various land uses, the weekday peak period parking activity associated with those developments can be estimated. Table 6 shows the estimated occupied existing land uses in Lexington today by block. This information was gathered and tabulated by employees of the City's Department of Planning and Development and assumes 20% vacancy rates in spaces designated as retail, restaurant and office.

The peak weekday parking demand factors found in Table 7 were derived from the Urban Land Institute's "Shared Parking" (2nd Edition) and the Institute of Transportation Engineers' "Parking Generation" (3rd Edition). The base parking ratios found in these two publications were then adjusted, based on DESMAN's knowledge and expertise, in order to make them accurate and specific to land use conditions in downtown Lexington. The resulting ratios found in Table 7 are then used to translate the land use square footages, number of residential dwelling units, and number of theater seats in the study area into peak parking demand figures. As an example, for each 1,000 ft.^{2} of occupied restaurant space in Lexington today, roughly 6 parking spaces are needed during the typical weekday peak period to accommodate the associated parking demand.

The fact that these ratios are below those currently published by the Urban Land Institute and the Institute of Transportation Engineers suggests that the intensity of existing retail, restaurant, residential, office, religious, theater and institutional land use activity in Lexington is less than what may be experienced in other town center environments. Alternatively, it may suggest that the synergy between different land use activities is greater than in other urban areas. For example, an individual who parks their vehicle in Lexington may frequent multiple destinations (office, shopping, restaurants, etc.) on one single trip.

Table 6: Estimated Existing Occupied Land Uses by Block

Block	Retail[1]	Restaurant[1]	Residential[2] (1,000 ft² per unit)	Office[1]	Religious	Theater[3] (50 ft² per seat)	Institutional	Vacant[4]
2	0	0	11	0	0	0	6,490	0
3	0	0	12	0	4,012	0	5,864	0
4	0	0	0	0	23,199	0	2,380	0
5	0	4,080	34	6,000	0	0	0	0
6	17,074	5,898	30	6,079	0	0	12,611	0
7	6,502	0	27	5,450	0	0	0	0
8	4,454	7,302	34	15,345	9,809	143	0	14,352
9	28,546	0	46	24,651	0	0	0	0
10	17,064	0	26	2,104	0	0	0	5,732
11	0	0	30	2,843	0	0	0	0
12	0	0	0	0	6,120	0	0	0
13	0	0	4	2,613	17,120	0	0	0
14	29,298	0	7	43,070	30,784	0	0	0
15	20,721	699	31	18,385	0	0	3,554	9,798
16	22,233	748	4	10,274	0	0	1,824	0
17	7,569	827	10	2,254	8,400	0	0	0
18	8,366	0	2	2,304	3,641	0	0	0
19	2,609	0	0	42,550	0	0	2,823	0
20	0	0	5	2,796	0	0	0	0
Total	**164,435**	**19,554**	**311**	**186,719**	**103,085**	**143**	**35,546**	**29,882**

(1) Retail, Restaurant & Office volumes are reduced by 20% to reflect presumed vacancy.
(2) The number of residential dwelling units was determined by dividing the total residential square footage in each block by 1,000; this assumes that the average dwelling is 1,000 square feet in size.
(3) The number of theater seats was determined by dividing the total theater square footage in each block by 50; this assumes that, taking into account common areas, each theater seat accounts for 50 square feet of a theater's square footage.
(4) The square footage figures in this category account for buildings that were completely vacant at the time of this report.

In order to illustrate the "ebb and flow" of parking activity that occurs over the course of a typical day, time-of-day adjustment factors were applied to the demand ratios in Table 7. The parking needs associated with different land uses fluctuate throughout the day and different activities generate different types of parkers with various expectations (convenience, hours of use, duration of stay, parking rates, etc.). For example, the arrival pattern of vehicles generated by an office building is greatest at 10 AM when most employees are at work and visitors typically begin arriving. Conversely, the arrival patterns generated by restaurant activity reflect the fact that most individuals eat lunch

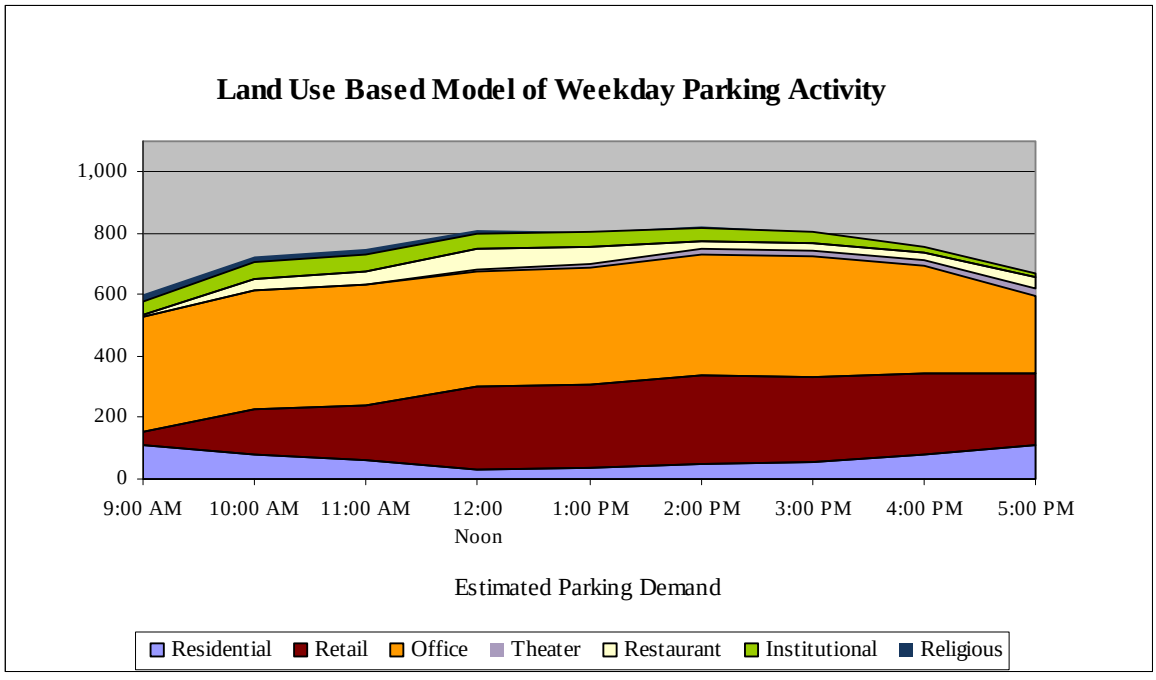
between 12PM and 2PM and eat dinner between 7PM and 9PM. The resulting day-long parking activity patterns by land use for downtown Lexington can be seen in Exhibit C. The question then becomes, "what would the peak hour and hourly parking demand patterns look like if the existing structures in Lexington were to become 100% occupied?"

Table 7: Current Weekday Peak Parking Ratios

Land Use Category	Existing Weekday Peak Demand Ratio[3]
Residential[1]	0.50
Retail	1.79
Office	2.10
Religious	0.27
Theater[2]	0.23
Sit-Down Restaurant	5.76
Institutional (College Uses)	1.53

(1) Represents parking space demand per dwelling unit
(2) Represents parking space demand per theater seat
(3) Parking demand ratios are based on 1,000 gla (Gross Leaseable Area) except where otherwise noted

Exhibit C: Land Use-Based Model of Current Weekday Parking Activity



II. Estimate of Parking Demand by Land Use at Full Building Occupancy

Table 8 illustrates the existing land uses in Lexington by block under full occupancy built. These numbers were used to determine the peak hour parking demand and hourly parking demand patterns by land use that would be expected if ALL of the existing buildings were to become fully occupied. This analysis made use of the same current weekday peak parking ratios noted in Table 7. The day-long parking activity patterns by land use resulting from 100% building occupancy can be seen in Exhibit D.

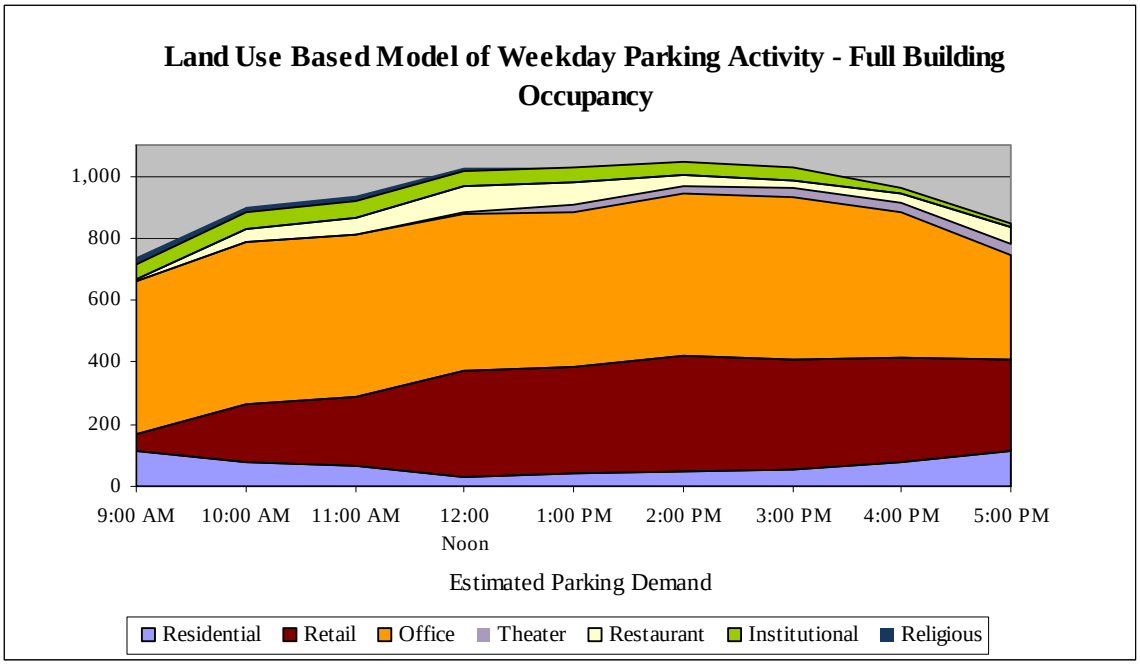
Table 8: Estimated Existing Land Uses by Block at Full Building Occupancy

Block	Retail	Restaurant	Residential[1] (1,000 ft² per unit)	Office	Religious	Theater[2] (50 ft² per seat)	Institutional
2	0	0	11	0	0	0	6,490
3	0	0	12	0	4,012	0	5,864
4	0	0	0	0	23,199	0	2,380
5	0	5,100	34	7,500	0	0	0
6	21,343	7,372	30	7,599	0	0	12,611
7	8,128	0	27	6,813	0	0	0
8	5,567	9,127	34	33,533	9,809	143	0
9	35,683	0	46	30,814	0	0	0
10	21,330	0	26	2,630	0	115	0
11	0	0	30	3,554	0	0	0
12	0	0	0	0	6,120	0	0
13	0	0	4	3,266	17,120	0	0
14	36,622	0	7	53,838	30,784	0	0
15	29,167	874	37	22,981	0	0	3,554
16	27,791	935	4	12,842	0	0	1,824
17	9,461	1,034	10	2,818	8,400	0	0
18	10,457	0	2	2,880	3,641	0	0
19	3,261	0	0	53,188	0	0	2,823
20	0	0	5	3,495	0	0	0
Total	**208,810**	**24,442**	**318**	**247,751**	**103,085**	**258**	**35,546**

(1) The number of residential dwelling units was determined by dividing the total residential square footage in each block by 1,000; this assumes that the average dwelling is 1,000 square feet in size.

(2) The number of theater seats was determined by dividing the total theater square footage in each block by 50; this assumes that, taking into account common areas, each theater seat accounts for 50 square feet of a theater's square footage.

Exhibit D: Land Use-Based Model of Weekday Parking Activity at Full Building Occupancy



III. Estimate of Surplus/Deficit by Land Use at Full Building Occupancy

Table 9 illustrates the estimated peak weekday parking demand by block and land use based on full occupancy of all of the existing buildings in the study area. Based on this analysis, system-wide weekday peak parking demand would peak at 1049 spaces. Table 10 details the block-by-block practical surplus and deficit numbers under this "what if" scenario. Exhibit E illustrates the practical surplus/deficit conditions by block

It should be noted that, although it is anticipated that a system-wide practical deficit of 11 spaces would occur under this scenario, however blocks 2, 3, 4, 5, 8, 11, 12, 18 and 20 would all be expected to experience parking surpluses if building occupancy were to reach 100%.

Table 9: Estimated Peak Weekday Parking Demand by Block and Land Use at Full Building Occupancy

Block	Retail	Restaurant	Residential	Office	Religious	Theater	Institutional	Total Demand
2	0	0	2	0	0	0	8	**10**
3	0	0	2	0	0	0	7	**9**
4	0	0	0	0	0	0	3	**3**
5	0	7	5	16	0	0	0	**28**
6	38	11	5	16	0	0	16	**85**
7	15	0	4	14	0	0	0	**33**
8	10	13	5	71	0	15	0	**114**
9	64	0	7	65	0	0	0	**135**
10	38	0	4	6	0	12	0	**59**
11	0	0	4	7	0	0	0	**12**
12	0	0	0	0	0	0	0	**0**
13	0	0	1	7	0	0	0	**8**
14	65	0	1	113	0	0	0	**180**
15	52	1	6	48	0	0	4	**112**
16	50	1	1	27	0	0	2	**81**
17	17	1	2	6	0	0	0	**26**
18	19	0	0	6	0	0	0	**25**
19	6	0	0	112	0	0	3	**121**
20	0	0	1	7	0	0	0	**8**
Total	373	35	48	521	1	27	44	**1049**

Note: Rounding accounts for differences between cell totals and row and column totals.

Table 10: Estimated Block-by-Block Practical Surplus/Deficit Conditions at Full Building Occupancy

Block	Supply	Practical Capacity	Total Estimated Demand	Practical Surplus/ Deficit
2	18	16	10	6
3	19	17	9	8
4	33	30	3	27
5	53	48	28	20
6	59	53	85	-32
7	30	27	33	-6
8	147	132	114	18
9	110	99	135	-36
10	56	50	59	-9
11	22	20	12	8
12	2	2	0	2
13	7	6	8	-2
14	86	77	180	-103
15	83	75	112	-37
16	57	51	81	-30
17	21	19	26	-7
18	169	152	25	127
19	126	113	121	-8
20	57	51	8	43
Total	**1155**	**1038**	**1049**	**-11**

Note: Total supply of parking includes 279 private parking spaces in blocks 5, 6, 8, 9, 10, 14, 15, 16 and 20

Exhibit E: Surplus/Deficit Conditions by Block at Full Building Occupancy

IV. Estimate of Parking Demand by Land Use Based on Full Building Occupancy and Expected Future Development

In addition to increases in the occupancy levels of the existing buildings within the study area, future development and redevelopment projects will also have an impact on the demand for and availability of parking in the City of Lexington. In an attempt to quantify possible future changes in the supply of and demand for parking, the Director of Planning and Development was asked to describe any in-progress or anticipated development or redevelopment projects slated to occur in the City of Lexington within the next five (5) years. The information provided included the location, size, and proposed uses of the projects and was used to conduct a land use-based analysis of the future parking needs of the City. Table 11 presents the information provided by the Department of Planning and Development that was used for the future parking demand analysis.

Table 11: In-Progress and Anticipated Development/Redevelopment Projects

In-Progress	Address	Present Use	Proposed Use	Square Footage (or Units)
Sheridan Building	15-21 South Main Street	Retail/Vacant	Retail/Residential	4,784 Retail/3 Residential Units
First American Bank Building	22 South Main Street	Bank/Vacant	Retail/Residential	3,266 Retail/7 Residential Units
Troubador Theater	2 West Henry Street	Theater/Vacant	Retail/Residential	4,732 Retail/1 Residential Unit
Anticipated	**Address**	**Present Use**	**Proposed Use**	**Square Footage (or Units)**
R. E. Lee Building	30 South Main Street	Commercial/Residential	Retail/Restaurant/ Hotel	5,403 Retail/5,403 Restaurant/ 35 Hotel Rooms
Firehouse Parking Lot	South Jefferson Street	Vacant Land/Parking Lot	Retail/Office or Residential	4,000 Retail/8,000 Office or Residential[1]

(1) For the purposes of this analysis, this was assumed to be 8,000 square feet of office space.

In order to create an accurate estimate of future parking needs, the analysis combines the projected needs of all of the noted future developments as well as the estimated parking demand if all of the existing buildings in the study area were fully occupied, as calculated previously in this report. By approaching the analysis in this manner, it will ensure that the City is prepared for the "worst-case-scenario" in terms of possible future parking demand and allow the City to plan ahead for any additions or alterations to the parking supply or changes to its parking management program necessary to accommodate this demand growth.

Table 12 illustrates the estimated future land uses in Lexington by block, based on the development information provided above. These numbers were used to determine the peak hour parking demand and hourly parking demand patterns by land use that would be expected if all of the development projects are completed as planned and if all of the existing buildings were to become fully occupied. The day-long parking activity patterns by land use resulting from this scenario can be seen in Exhibit F.

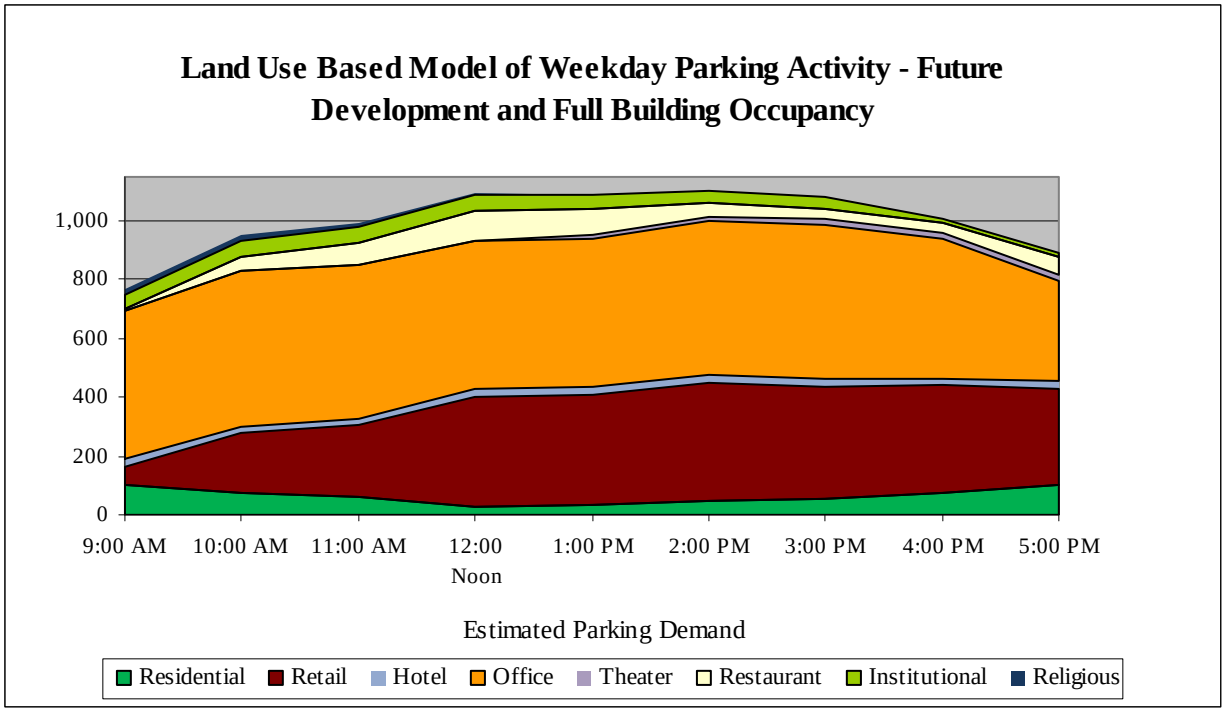
Table 12: Estimated Future Land Uses by Block at Full Building Occupancy

Block	Retail	Restaurant	Residential[1] (1,000 ft² per unit)	Office	Religious	Theater[2] (50 ft² per seat)	Institutional	Hotel (Rooms)
2	0	0	11	0	0	0	6,490	0
3	0	0	12	0	4,012	0	5,864	0
4	0	0	0	0	23,199	0	2,380	0
5	0	5,100	34	7,500	0	0	0	0
6	21,343	7,372	30	7,599	0	0	12,611	0
7	8,128	0	27	6,813	0	0	0	0
8	14,351	9,127	37	41,533	9,809	143	0	0
9	35,683	0	46	30,814	0	0	0	0
10	26,062	0	27	2,630	0	0	0	0
11	0	0	30	3,554	0	0	0	0
12	0	0	0	0	6,120	0	0	0
13	0	0	4	3,266	17,120	0	0	0
14	36,622	0	7	53,838	30,784	0	0	0
15	34,570	6,277	11	17,578	0	0	3,554	35
16	27,791	935	4	12,842	0	0	1,824	0
17	9,461	1,034	10	2,818	8,400	0	0	0
18	10,457	0	2	2,880	3,641	0	0	0
19	3,261	0	0	53,188	0	0	2,823	0
20	0	0	5	3,495	0	0	0	0
Total	**227,729**	**29,845**	**295**	**250,348**	**103,085**	**143**	**35,546**	**35**

(1) The number of residential dwelling units was determined by dividing the total residential square footage in each block by 1,000; this assumes that the average dwelling is 1,000 square feet in size. Where development information was available, the actual number of units was used.

(2) The number of theater seats was determined by dividing the total theater square footage in each block by 50; this assumes that, taking into account common areas, each theater seat accounts for 50 square feet of a theater's square footage.

Exhibit F: Land Use-Based Model of Future Weekday Parking Activity



V. Estimate of Future Surplus/Deficit by Land Use Activity Based on Prospective Development and Full Building Occupancy

Table 13 illustrates the estimated peak weekday parking demand by block and land use based on completion of the in-progress and anticipated developments as well as full occupancy of all of the existing buildings in the study area. This analysis made use of the same current weekday peak parking ratios noted in Table 7 with the addition of a demand factor of 1.09 spaces per room for the hotel land use. Based on this analysis, system-wide weekday parking demand would peak at 1119 spaces. Table 14 details the block-by-block practical surplus and deficit numbers under this "what if" scenario. Exhibit G illustrates the practical surplus/deficit conditions by block.

As with the full occupancy scenario, it should be noted that, despite a projected system-wide practical deficit of 81 spaces with this scenario, blocks 2, 3,4, 5, 11, 18 and 20 would all be expected to experience parking surpluses if the proposed developments and increases in building occupancy were to occur. Significant projected parking shortfalls in blocks 14 and 15 of 103 and 63 spaces, respectively, are of the most concern.

It should be noted that as the proposed development of the Firehouse Parking Lot in block 8 will eliminate 14 private/restricted parking spaces, the analysis assumes that the use/demand for parking in this lot would need be satisfied by the public parking system. As such, a greater public deficit in this block is anticipated.

Table 13: Estimated Peak Weekday Parking Demand by Block and Land Use Based on Prospective Development and Full Building Occupancy

Block	Retail	Restaurant	Residential	Office	Religious	Theater	Institutional	Hotel	Total Demand
2	0	0	2	0	0	0	8	0	**10**
3	0	0	2	0	0	0	7	0	**9**
4	0	0	0	0	0	0	3	0	**3**
5	0	7	5	16	0	0	0	0	**28**
6	38	11	5	16	0	0	16	0	**85**
7	15	0	4	14	0	0	0	0	**33**
8	40	13	6	87	0	15	0	0	**161**
9	64	0	7	65	0	0	0	0	**135**
10	47	0	4	6	0	0	0	0	**56**
11	0	0	4	7	0	0	0	0	**12**
12	0	0	0	0	0	0	0	0	**0**
13	0	0	1	7	0	0	0	0	**8**
14	65	0	1	113	0	0	0	0	**180**
15	62	9	2	37	0	0	4	24	**138**
16	50	1	1	27	0	0	2	0	**81**
17	17	1	2	6	0	0	0	0	**26**
18	19	0	0	6	0	0	0	0	**25**
19	6	0	0	112	0	0	3	0	**121**
20	0	0	1	7	0	0	0	0	**8**
Total	420	43	44	527	1	15	44	24	**1119**

Note: Rounding accounts for differences between cell totals and row and column totals.

Table 14: Estimated Block-by-Block Practical Surplus/Deficit Conditions Based on Prospective Development and Full Building Occupancy

Block	Supply	Practical Capacity	Total Estimated Demand	Practical Surplus/ Deficit
2	18	16	10	6
3	19	17	9	8
4	33	30	3	27
5	53	48	28	20
6	59	53	85	-32
7	30	27	33	-6
8	147	132	161	-29
9	110	99	135	-36
10	56	50	56	-6
11	22	20	12	8
12	2	2	0	2
13	7	6	8	-2
14	86	77	180	-103
15	83	75	138	-63
16	57	51	81	-30
17	21	19	26	-7
18	169	152	25	127
19	126	113	121	-8
20	57	51	8	43
Total	**1155**	**1038**	**1119**	**-81**

Note: 1- The deficit in Block 8 includes displacement of 14 private/restricted parking spaces due to development of the Firehouse parking lot
2- Total supply of parking includes 279 private parking spaces in blocks 5, 6, 8, 9, 10, 14, 15, 16 and 20

Exhibit G: Surplus/Deficit Conditions by Block based on Perspective Development and Full Building Occupancy

Appendix A

Complete Breakdown of Turnover and Duration of Stay Data by Block Face or Lot Code and Parking Restriction

Block Code	Lot Code/ Street Face	Parking Restriction	Capacity	1 Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	Total # of Vehicles Over the Course of the	Average Turnover	Average Duration of Stay
2	S	Residential	6	2	4	0	1	1	0	0	2	1	11	1.83	4.00
		10 Min	4	22	0	0	0	0	0	0	0	0	22	5.50	1.00
2	E	12 Hr	6	2	1	2	2	4	0	1	0	1	13	2.17	4.15
		10 Min	2	8	0	0	0	0	0	0	0	0	8	4.00	1.00
3	S	2 Hr	14	13	14	12	3	1	0	1	1	0	45	3.21	2.42
		10 Min	1	1	0	0	0	0	0	0	0	0	1	1.00	1.00
3	E	2 Hr	3	3	6	1	0	0	0	0	0	1	11	3.67	2.45
		10 Min	1	1	0	0	0	0	0	0	0	0	1	1.00	1.00
4	W	2 Hr	10	10	11	6	3	2	1	1	0	1	35	3.50	2.69
		1 Hr	7	20	4	1	0	0	0	0	0	0	25	3.57	1.24
		10 Min	2	3	1	0	0	0	0	0	0	0	4	2.00	1.25
4	S	2 Hr	13	21	10	7	2	1	1	1	0	0	43	3.31	2.05
		10 Min	1	0	0	0	0	0	0	0	0	0	0	0.00	0.00
5	S	Residential	13	2	3	1	0	1	2	0	1	3	13	1.00	4.85
		2 Hr	9	6	5	0	4	3	1	1	1	1	22	2.44	3.50
		10 Min	3	12	0	0	0	0	0	0	0	0	12	4.00	1.00
5	N	10 Min	7	10	0	0	0	0	0	0	0	0	10	1.43	1.00
6	N	2 Hr	13	27	17	7	1	0	1	1	0	1	55	4.23	1.96
		10 Min	1	4	0	0	0	0	0	0	0	0	4	4.00	1.00
6	W	2 Hr	8	14	10	7	0	0	0	0	0	0	31	3.88	1.77
		10 Min	2	6	0	0	1	0	0	0	0	0	7	3.50	1.43
6	S	2 Hr	10	20	13	7	0	1	1	0	0	0	42	4.20	1.86
		10 Min	2	8	0	0	0	0	0	0	0	0	8	4.00	1.00
6	E	2 Hr	7	22	1	2	0	0	0	0	0	0	25	3.57	1.20
		10 Min	2	8	0	0	0	0	0	0	0	0	8	4.00	1.00
7	E	12 Hr	7	7	1	1	1	1	1	1	2	2	17	2.43	4.00
		2 Hr	7	15	1	4	3	1	1	0	0	0	25	3.57	2.08
7	S	2 Hr	6	13	4	0	0	0	0	0	0	0	17	2.83	1.24
		10 Min	2	4	0	0	0	0	0	0	0	0	4	2.00	1.00
7	W	12 Hr	8	3	1	0	3	2	0	1	3	0	13	1.63	4.46
8	S	2 Hr	14	37	10	2	2	0	0	1	2	0	54	3.86	1.74
		10 Min	2	7	0	0	0	0	0	0	0	0	7	3.50	1.00
8	W	LZ	1	0	0	0	0	0	0	0	1	0	1	1.00	8.00
		2 Hr	7	6	0	1	0	0	1	0	0	0	8	1.14	1.88
8	Lot A	Reserved	7	2	3	4	0	0	1	0	1	1	12	1.71	3.58
		HDCP	1	2	0	1	1	0	0	0	0	0	4	4.00	2.25
		2 Hr	8	5	4	2	6	2	0	0	1	0	20	2.50	3.05
8	Lot A Part 1	12 Hr	4	1	2	0	1	0	0	0	2	1	7	1.75	4.86
		2 Hr	16	18	4	1	1	3	0	0	1	1	29	1.81	2.24
8	Lot A Part 2	2 Hr	17	35	10	2	2	0	2	0	0	0	51	3.00	1.59
8	Lot A Part 3	2 Hr	17	27	17	1	1	2	0	0	0	1	49	2.88	1.78
8	Lot B	Reserved	4	2	1	0	1	1	0	0	0	0	5	1.25	2.60
		12 Hr	23	5	2	5	5	1	1	4	1	10	34	1.48	5.32
9	S	2 Hr	11	41	9	2	2	0	0	0	0	0	54	4.91	1.35
		10 Min	2	9	0	0	0	0	0	0	0	0	9	4.50	1.00
9	E	2 Hr	8	31	5	4	0	0	0	0	0	0	40	5.00	1.33
		10 Min	3	6	0	0	0	0	0	0	0	0	6	2.00	1.00
9	W	2 Hr	8	20	6	0	1	0	0	0	0	0	27	3.38	1.33
		10 Min	2	6	0	0	0	0	0	0	0	0	6	3.00	1.00
9	Lot E	Reserved	30	19	11	4	6	2	2	8	0	0	52	1.73	2.98
		HDCP	1	0	0	0	0	0	0	0	0	0	0	0.00	0.00
		2 Hr	23	72	25	8	3	1	0	0	0	0	109	4.74	1.50

Block Code	Lot Code/ Street Face	Parking Restriction	Capacity	1 Hr	2 Hrs	3 Hrs	4 Hrs	5 Hrs	6 Hrs	7 Hrs	8 Hrs	9 Hrs	Total # of Vehicles Over the Course of the Day	Average Turnover	Average Duration of Stay
11	S	2 Hr	12	33	2	3	2	1	2	2	0	0	45	3.75	1.89
11	W	2 Hr	10	9	4	1	6	0	2	1	2	0	25	2.50	3.16
12	N	Residential	2	0	0	0	0	0	0	0	0	2	2	1.00	9.00
13	N	2 Hr	6	9	4	1	0	0	0	0	0	0	14	2.33	1.43
		10 Min	1	0	0	0	0	0	0	0	0	0	0	0.00	0.00
14	N	HDCP	1	1	0	1	0	0	0	0	0	0	2	2.00	2.00
		2 Hr	12	39	4	3	0	0	0	2	0	0	48	4.00	1.46
		10 Min	6	23	0	0	0	0	0	0	0	0	23	3.83	1.00
14	S	2 Hr	18	45	2	4	0	2	0	0	1	0	54	3.00	1.46
		10 Min	1	2	1	0	0	0	0	0	0	0	3	3.00	1.33
14	E	2 Hr	7	17	4	4	3	0	0	0	0	0	28	4.00	1.75
		10 Min	1	1	1	0	0	0	0	0	0	0	2	2.00	1.50
15	N	LZ	1	0	0	0	0	0	0	0	0	0	0	0.00	0.00
		2 Hr	8	21	5	1	1	0	0	2	1	0	31	3.88	1.94
		10 Min	2	3	0	0	0	0	0	0	1	0	4	2.00	2.75
15	S	2 Hr	10	31	17	1	0	1	0	0	0	0	50	5.00	1.46
		10 Min	2	2	2	0	0	1	0	0	0	0	5	2.50	2.20
15	E	2 Hr	8	9	5	2	1	0	0	0	1	1	19	2.38	2.42
		10 Min	2	0	0	0	0	0	0	0	1	0	1	0.50	8.00
16	N	2 Hr	10	33	7	3	1	1	0	0	0	0	45	4.50	1.44
		10 Min	1	1	0	0	0	0	0	0	0	0	1	1.00	1.00
16	W	2 Hr	4	5	2	2	0	0	0	1	0	0	10	2.50	2.20
		10 Min	1	1	0	0	0	0	0	0	0	0	1	1.00	1.00
16	Lot D	Reserved	4	0	0	0	0	0	0	0	2	0	2	0.50	8.00
		HDCP	1	0	0	0	0	0	0	0	0	0	0	0.00	0.00
		2 Hr	12	16	4	1	1	0	1	1	1	0	25	2.08	2.08
17	N	2 Hr	4	7	3	1	1	0	0	0	0	0	12	3.00	1.67
17	S	12 Hr	7	2	2	1	0	1	1	1	0	2	10	1.43	4.50
17	W	2 Hr	10	6	2	1	0	2	3	2	0	0	16	1.60	3.44
18	Lot C	Residential	17	6	9	3	0	3	6	0	3	8	38	2.24	4.74
		12 Hr	10	1	1	0	1	0	0	0	0	0	3	0.30	2.33
18	Lot C Part 1	Reserved	4	0	0	2	3	1	0	0	1	0	7	1.75	4.43
		HDCP	1	0	0	0	0	0	0	0	0	1	1	1.00	9.00
		4 Hr	22	26	8	7	4	5	2	0	0	4	56	2.55	2.71
18	Lot C Part 2	Reserved	4	1	0	0	0	0	0	1	0	2	4	1.00	6.50
		4 Hr	23	16	3	5	8	3	0	1	1	6	43	1.87	3.56
18	Lot C Part 3	Reserved	4	0	0	0	0	0	0	0	3	1	4	1.00	8.25
		12 Hr	20	0	0	1	6	1	1	3	3	7	22	1.10	6.64
18	Lot C Part 4	Reserved	11	0	0	1	0	1	1	0	1	1	5	0.45	6.20
		12 Hr	13	1	1	0	0	0	1	0	0	2	5	0.38	5.40
18	Lot C Part 5	Reserved	10	0	0	0	0	0	0	0	0	5	5	0.50	9.00
		12 Hr	4	0	0	0	0	0	0	0	0	3	3	0.75	9.00
18	Lot C Part 6	12 Hr	26	1	1	0	3	3	1	0	1	1	11	0.42	4.82
19	E	2 Hr	4	0	1	3	0	0	0	0	0	0	4	1.00	2.75
		10 Min	1	2	0	0	0	0	0	0	0	0	2	2.00	1.00
19	CH Bottom Lvl	None	11	0	0	0	5	1	0	1	0	0	7	0.64	4.57
	CH 2nd Lvl	None	22	2	0	1	1	2	0	0	0	0	6	0.27	3.17
	CH 3rd Lvl	HDCP	2	0	0	0	0	0	0	0	0	0	0	0.00	0.00
		None	30	0	2	0	0	1	1	0	0	3	7	0.23	6.00
	CH 4th Lvl	None	25	3	5	2	2	1	0	2	2	9	26	1.04	5.50
	CH Top Lvl	HDCP	2	2	0	0	0	0	0	0	0	0	2	1.00	1.00
		None	29	23	7	6	5	3	1	1	2	7	55	1.90	3.31
20	N	2 Hr	11	17	7	2	0	1	1	1	0	0	29	2.64	1.90